

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

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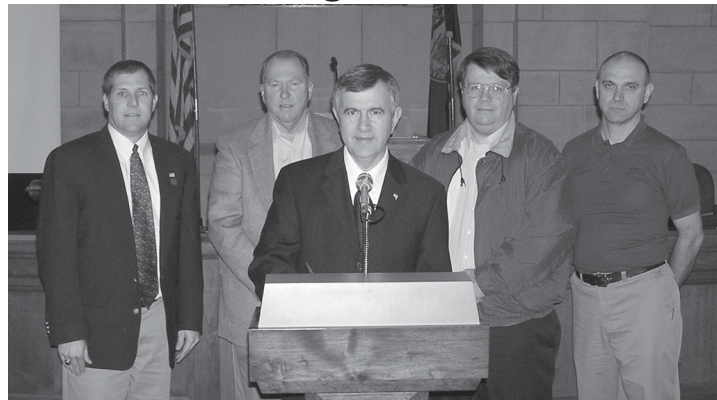
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Progress in 100 Years of Aviation

December 17, 2003 marked 100 years of powered flight. That was also the day Governor Johanns signed a Proclamation declaring that day as the "Dawn of the Second Century of Flight" (full proclamation on page 7). Later that morning, the Air Force Association Chapter 187, hosted over 200 people who listened as Colonel Tim Stewart of the Nebraska Air National Guard, introduced Brigadier General Mark Musick. Gen. Musick gave a short talk on the Wright Brothers great achievements then introduced Lockheed Martin Manager of Business Development for the Joint Strike Fighter, Billy Diehl.

Governor Johanns Signs Aviation Proclamation



L to R, Kent Penney, Stu MacTaggart, Gov Johanns, Larry Becherer, and Darwin Godemann

our newest jet fighter, the F35. Early production aircraft will be powered by the Pratt and Whitney afterburning turbofan F135 engine, a derivative of the F119 fitted on our other newest fighter, the F22. Later versions will be powered by either Pratt & Whitney or the F136 being developed by General Electric and Rolls-Royce Defence. Either engine will produce 40,000 pounds of thrust in afterburner and 25,000 pounds of thrust in military power. The aircraft has a fuel capacity of 18,000 pounds, top speed of Mach 1.6 and advanced avionics to a degree that is hard to imagine. All the cockpit instruments and most switches have been converted to a video display measuring 8 by 20 inches and have the capability to be activated



F35 Joint Strike Fighter

either by touch or voice command. The pilot's visor is almost normal size but will appear to the user as a screen 20 by 40 inches in size with a Distributed Aperture System (DAS) capability allowing the user to "virtually" see through the aircraft, to the rear, underneath and all directions! DAS consists of multiple infrared cameras fitted at multiple locations on the aircraft. Three variants of the F35 will be produced, one for the Air Force (F35A), for the Navy (F35C, which will be slightly



L to R, John Wood, Diane Bartels, and Bruce Tarletsky

Continued on Page 2



Application of Innovations

The preponderance of development in aviation has been based on the application of innovations, not inventions in aviation. We have to admit that the money to be made in aviation alone has never been sufficient to fund research and development efforts. This has been true with the development of materials, propulsion systems, navigation and communications. In the birth years of aviation, the internal combustion engine finally allowed the thrust-to-weight necessary for flight. In the 1930's there was the application of lighter metals. In the 1990's it was Global Positioning Systems. Even the use we see of aviation is borne of people's interest in traveling more efficiently and not because they just want to fly. Keep in mind that there was little investment in aviation until Lindbergh's non-stop flight over the Atlantic in 1927. Society was holding back from aviation because they could not see how it could be practically used. Lindbergh's achievement invigorated confidence in aviation's ability to deliver travel efficiency. Our solutions to problems and innovations for the industry will continue to come from outside aviation. But, it will likely be those within aviation who can see the benefit of these external innovations for aviation. The solutions may be a part of legislation or regulation improving our ability to efficiently use aviation, or it may be the application of new materials or production techniques. We must be willing to encourage this application of innovation in our dealings with counterparts, both in and out of aviation.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

Plaque Commemorating Charles E. Taylor



was produced by the Nebraska Chapter of Ninety-Nines which is an international organization of women pilots. It commemorates Charles Taylor, "The Wright Brothers Mechanician", who was the world's first recognized aircraft mechanic. The plaque has been placed in the Lincoln Airport Terminal building adjacent to the one commemorating Amelia Earhart and her accomplishments. This was the last Nebraska event for "The Centennial of Flight" program. I would like to congratulate all the many people who organized, planned and executed a wonderful year of aviation related happenings for the "First 100 years of Powered Flight". They provided a superb calendar of events for promoting aviation in our great state. Thanks!

Meet Some NDA Personnel



L to R, Back Row: Dianne Nuttelmann, Andre Aman, Barb Atkins. Front Row: Robin Edwards and Jan Keller

Robin Edwards is the Division Manager for Accounting and Support with Dianne Nuttelmann (Accounting) and Barb Atkins (Accounting/Receptionist). Jan Keller is our Receptionist/Secretary who you will always see up front. Andre Aman is General Counsel for NDA and Division Manager for Legal and Personnel.

"Progress in 100 Years" *Continued From Page one*
larger), and the F35B for the Marines and United Kingdom which will have Short Takeoff and Vertical Landing (STOVL) capability. The STOVL variant will have three ducted fans driven by drive shafts from the jet engine. The main fan will be located directly behind the cockpit area and produce 18,000 pounds of cold air thrust allowing it to land and takeoff vertically in any direction. Presently, STOVL aircraft when landing or taking off vertically, have to land or takeoff into the wind to keep ducted fan hot exhaust air from causing engine compressor stalls. The STOVL aircraft engine also has a three-bearing swiveling exhaust nozzle, which together with the vertical lift fan, provides the required STOVL lift capability. Forty five percent of the aircraft is composed of composite material. Each F35 will cost \$42.7 million and take six months to assemble versus the F16 which costs \$60 million and takes one year to assemble. It is expected to enter service in 2008 with all variants being operational by 2011. 2600 of these aircraft will be produced over the time frame of the contract.

After Billy's presentation on the F35, Diane Bartels then presented a plaque to Lincoln Airport Authority Executive Director, John Wood and Deputy Director of Marketing, Bruce Tarletsky. The plaque,



Scott Stuart

Stuck!?

By Scott Stuart

It was July 3rd, 1974, when I was first "stuck". I had flown from my home in Springfield, IL to St. Louis, MO to pick up my mother-in-law for the July 4th holiday. By the time we loaded

and were ready to leave, the airport had been conveniently closed to VFR by reporting clear and 2 1/2 miles in haze. I promised never to get stuck again, to get the rating, and stick with it. I did, and I do, but.....

The instrument rating is a wonderful tool, if you use it, and practice it. Even in good weather, I always file IFR. Why not? You get hand holding from controllers, easy access to controlled airspace, and no worries about busting into a TFR you perhaps were not aware of! I have been stuck only 3 times in the intervening years, having learned that for the most part there is what I call a weather window to fly through almost every day, even in a piston single. But.....

Experience counts for something, but not for good judgment, or lack of it. I probably should have turned back, but was on my way to K.C. to have dinner with a friend I had not seen in two years. It was the holiday season. The tops were reported at 4500', I found them just S.E. of LNK at 7700' on my way to 11,000'. Most of the ice I collected on the way up sublimated enroute. That was not the worry. But seeing the big clouds to the west of LNK, unforecast stuff, and the higher than reported tops, that sort of spoiled my evening. You are reading this, so you know what I mean, those niggling weather worries.

Well, dinner was fine, wonderful in fact, after which he took me back to KOJC for my departure. Sure enough, the weather picture had deteriorated. And, of course, when the weather is iffy, pilot reports are either old or non-existent. I studied the computer, I looped the radar, I got a first hand report from a "Debbie" that had just arrived, unfortunately from the south, all the stuff a guy is supposed to do before flight. Then it struck me, if IFR looks not comfortable, what about VFR? Sure enough, all reporting points were giving VFR conditions, albeit marginal. Problem solved and 1:12 later I landed in LNK.

So, what are the points? First, IFR is not for everyone, and not always for IFR flyers either. Second, keep your options open, "think outside the box", the new buzz phrase. Be current, VFR or IFR, be current. Know your plane and yourself, train to fly and fly like you train.

Simple enough rules to live by. Remember rule #1 taught me by my mother: no death by plane! And rule #2: there may be more than one way to skin a cat! Stuck?? I think not, at least not this time!

Examiner Responsibility

By Lee Svoboda

I have discussed the responsibilities of the instructor and the applicant, now it's time to discuss the responsibility of the examiner.

Quoting directly from the Practical Test Standard (PTS) it reads, "The examiner conducting the



Lee Svoboda

practical test is responsible for determining that the applicant meets the acceptable standards of knowledge and skill of each TASK within the appropriate practical test standard. Since there is no formal division between the "oral" and "skill" portions of the practical test, this becomes an ongoing process throughout the test. Oral questioning, to determine the applicant's knowledge of TASKs and related safety factors, should be used judiciously at all times, especially during the flight portion of the practical test. "Examiner's shall test to the greatest extent practicable the applicant's correlative abilities rather than mere rote enumeration of facts throughout the practical test". Nowhere in this statement does it say that the examiner will determine the tasks or the skill level for passing a practical test. Those are determined by the Federal Aviation Administration (FAA) and published in an appropriate PTS. The examiner merely determines that on that day the applicant meets the knowledge and skill requirements of each task as determined by the FAA.

The FAA position on the performance of tasks is that there is "no second chance". This means that the applicant gets one chance to perform a task within the established criteria. If the task is unsatisfactory, the Area of Operation is unsatisfactory and the whole practical test is unsatisfactory. However, in the most recent PTS there is a paragraph, which does give an examiner some latitude. Again I quote directly from a PTS. "If the examiner determines that a TASK is incomplete, or the outcome uncertain, the examiner may require the applicant to repeat that TASK, or portions of the TASK. This provision has been made in the interest of fairness and does not mean that instruction, practice, or the repeating of an unsatisfactory task is permitted during the certification process. When practical, the remaining TASKs of the practical test phase should be completed before repeating the questionable TASK".

The bottom line to this discussion can be found on the examiner's certificate of designation. Does this mean that an examiner can give an applicant a "second chance"? The answer to that question is "NO". Another check is required after sufficient re-training.



Last Aeronautics Commission Meeting

The last calendar year 2003 meeting of the Nebraska Aeronautics Commission took place on December 19th. The agenda was completely full with the meeting taking three hours.

The first official act at the meeting was for Robin Edwards (NDA Division Manager, Accounting and Support) to swear in the commissioners. Taking the oath were Doug Vap, Steve Wooden, Ken

Commissioners Being Sworn In



L to R, Doug Vap, Robin Edwards, Steve Wooden, Ken Risk, Barry Colacurci, & Doyle Hulme

Risk, Barry Colacurci and Doyle Hulme. Then the Aeronautics Commission (composed of these 5 unpaid Governor appointed individuals) met in public session to approve Federal Grant Applications and allocate State Aid Grants.

Of particular note was the recently approved (Dec 12, 2003) Vision 100 - Century of Aviation Reauthorization Act. Seventy two Nebraska airports are in the National Plan for Integrated Airport Systems (NPIAS) and eligible to participate in the Federal Airport Improvement Program (AIP). Federal funding has been increased to an unprecedented 95% reimbursement (previously it was 90%) of the eligible cost of an airport's project.

Since the Federal AIP Grant has increased to 95% of project cost, the Commission changed the State Aid Program. In the past, the contribution for projects had been Federal 90%, Local Entity 7% and State 3%. The change in the AIP reduces the Local Entity's contribution to 5% of the project cost while the State has changed

Outgoing Chairman



Ken Risk

its contribution to 2% when the project exceeds \$500,000. Additionally, State grants were changed from 80% State, 20% Local Entity to 90% State and 10% Local Entity. These Aviation monies are completely separate from other revenues collected by the State government that consists of a fuel tax of 3 cents per gallon on jet fuel and 5 cents per gallon on aviation gasoline.

Our thanks and appreciation go to Ken Risk of Kimball, who has chaired the Aeronautics Commission for the last two years. Ken is a pilot and CEO of Risk Industries.

Incoming Chairman

Steve Wooden is the new Chairman of the Commission and will serve for calendar year 2004. Steve has a background in aviation as a pilot, aircraft owner and presently is building an aircraft. He is a registered anesthetist practicing out of Albion. Our thanks to Steve for agreeing to serve in this public position. The next meeting of the Commission will be on February 13, 1pm, at the NDA offices in Lincoln. Agendas are available one week prior to the meeting on the NDA Web site.



Steve Wooden

What Would You Have Done?

By Silas Finnegan

I wonder how many PIREPS readers receive CALLBACK, the publication of NASA's Aviation Safety Reporting System? While dealing mostly with airline activities, it does contain enough General Aviation material to make it interesting. The front page of the June 2003 issue consisted of five "situations", each describing a predicament the writer found himself in. NASA's ASRS staff asked the readers to consider the various problems, decide what you would have done, then turn to the back page to see what each reporter actually did.

Only one of the five concerned a General Aviation aircraft, a Cessna 182. That "situation", however, is one which could easily happen to any pilot flying a single engine airplane in actual IMC weather conditions.

"The pilot of the Skylane was in and out of the cloud tops at 6,000 feet on an IFR flight plan when he experienced an alternator failure. He requested and received a clearance for a GPS approach to a nearby airport. While in the procedure turn inbound he began picking up ice. He then abandoned the approach and climbed back to 6,000 feet." At this point he requested to fly to his original destination - using dead reckoning, I presume, since he told Center he would shut off all his electrical equipment to save battery power - where he intended to make an ILS approach. When he arrived in the vicinity of his planned destination he turned on his radios only to discover he now had a complete electrical failure. At this point, CALLBACK asks its readers, "What would you have done?"

Well, PIREPS readers, what would YOU have done? Send us your solutions to this "situation". PIREPS will print the most interesting, as well as what the NASA ASRS reporter actually did. NASA's caveat is, by the way, the reporter's action may or may not represent the best solution to the problem. I guess their attitude is, in the words of the Bard, "All's Well That Ends Well."



Nebraska-Built Planes Powered by Car Motor

That was the headline in a June 13th, 1937 article in the Omaha Bee News! One of the workers of the Arrow Aircraft Factory in Lincoln, NE., was featured in the article stitching fabric onto a wing which would later become an Arrow aircraft. Her name was Arlene Stastney. She was sitting on a wooden crate for which she later sewed a cushion as it was a very uncomfortable seat over a day's work! Arlene had recently graduated from Havelock High School and was recommended for the job by her Home Economics teacher. Her father, a machinist, accompanied her for the job application and both were hired at the Arrow Aircraft Company.

Arrow Aircraft Worker Sewing



Arlene Stastney

Pace Woods, Vice President and General Manager of the Arrow Aircraft Company, believed the "Havelock girls" could do fabric stitching and rib nailing much better than the men. He commented that the men could turn out eight wing ribs a day while the women could turn out 12. He also stated that he could "accept" 2000 orders for Arrow aircraft in the next 30 days if he could only specify a delivery date! 120 people were then working at the plant and a double shift was planned. They discontinued operations in 1939! Arlene Stastney went on to become a wife and mother of two children who both reside in the Lincoln area. Arlene's husband, Ivan Baker, was a member of the Nebraska National Guard that was called to active duty during World War II. Ivan helped build the ALCAN Highway and was also stationed in the Philippines. Coincidentally, Charlene (Baker) Hamilton and Bill Baker, her two children, were both simultaneously stationed in the Philippines at the same base. Arlene continued to be a seamstress her entire life. In 1988, Arlene repaired the US Flag which flew over the Lincoln Veteran's Hospital. She had respect for the flag and wouldn't let it touch the ground while making needed repairs! Her first airplane ride took place in 1973 for a trip to visit her daughter in Austin, TX. Arlene passed away October 8, 2003.



Arlene (Stastney) Baker

WAAS Up???

On July 10, 2003, the FAA implemented the Wide Area Augmentation System (WAAS) and that has created an entirely new generation of approaches for the instrument rated pilot with an Instrument Flight Rules (IFR) rated Global Positioning System (GPS). How many of you pilots have taken a recent look at the U.S. Terminal Procedures, Instrument Approach Procedures booklet? Whether you're instrument rated or strictly a VFR pilot it would be good to review some new things which have been printed since September 2003.

There are nearly 600 airports in the U.S. with these new procedures called LNAV/VNAV approaches and they provide minimums close to those of an ILS (Instrument Landing System). In the State of Nebraska there are five airports which have LNAV/VNAV approaches with a DA (Decision Altitude). They are Omaha's Eppley Airfield, Ainsworth Municipal Airport, Kearney Municipal Airport, North Platte Regional Airport and Scribner State Airfield. More are on the way to having an LNAV/VNAV approach.

In order to fly these approaches you must have an IFR GPS unit that is WAAS capable! Right now there are only two companies with these WAAS capable systems and they are Garmin's GNX 80 and Chelton's FreeFlight Systems. Approximate prices range from \$8 to \$12 thousand with the system installed in your aircraft. More GPS WAAS capable systems will come online this year. According to the FAA's SatNav News, "Depending on the level of certification, some WAAS receivers may only be able to perform operations already supported by GPS alone (e.g. LNAV approaches). Some will support LNAV/VNAV only, while others will support LNAV/VNAV and LPV (Localizer Precision with Vertical Guidance). The user should be aware of these differences, determine the needed level of performance, and then decide which receiver best meets those needs." The new procedure called LPV, is at present only available at four airports nationwide and it does favorably compare to ILS approach minimums. It also requires a WAAS capable receiver.

What does all this mean to you as a pilot? More airports are being made into all weather capable airfields. You will be able to fly to more destinations with only airborne equipment guiding you on a lateral and vertical glidepath to a safe instrument procedure arrival. No ground transmitting equipment is required!

The future is here and if you are not instrument rated you may want to consider getting rated. Don't be left behind, start studying those LNAV/VNAV approach procedures!

For more information you may wish to look at the following web site: <http://gps.faa.gov> You can also do a Google search (or your favorite search engine) on the internet using "LNAV/VNAV" as your subject.





"First Ride"

By Jess Banks

Times were hard and the country was still in the throes of the "Great Depression". Many young men found themselves off of the farm and into the chaos of city life, some in the suburbs of a city that had two major rivers joining at its northern most apex. Jobs were also scarce and people worked hard for the sum of 50 cents a day. That was the pay Fred received plus room and board at an experimental chicken farm where the technology for today's conglomerates began. Farm boys and city boys were housed together, all interested in doing something other than feed and take care of the thousands of chickens that were kept on the farm. But happy to have a job!

Come Saturday night everyone went into town to break the monotony of work and to have some "liquid" refreshment (which cost 5 cents a mug) at the Cozy Inn. On occasion there would be the usual fight among some of the more rowdy boys whose boisterous talk and courage were helped along by that "liquid" refreshment. This particular summer's evening had been uneventful until two barnstormers came onto the scene with their trusty bi-wing aircraft and offered rides for \$2.00 per passenger. The boys from the chicken farm usually had cash money early in the evening and the pilots were there to help them spend some of it and to relieve the monotony of the long work week. Also on the scene was a reckless young man who was riding through the country on a motorcycle. All the pieces were now in place for an evening that would be remembered and discussed for weeks to come!

Fred was a tall, lanky guy who had a gift of gab unequaled among his peers and was always ready for a dare. Most of his fellow workers were around the grass field where the airplanes had landed and none of them had ever ridden in an aircraft! The call went out, "Airplane rides for \$2.00 each, who wants to be first?" Since none of the others had ever been up they called upon their favorite person to give a dare to, Fred! Being the type of person he was, Fred would never admit that he hadn't been in an airplane before so boldly he exclaimed, "I don't go up in anything unless the pilot knows how to do tricks!" Both aircraft were open cockpit bi-planes with seating for two in front and the pilot in back. The motorcycle rider also wanted "tricks" so he said he would go up with Fred.

The crowd pushed the two dauntless adventurers forward to the first aircraft while Fred was cautiously optimistic that neither of the pilots would do "tricks". When the pilot was asked, he said, "I don't do tricks", much to Fred's delight! What a relief as he could gracefully bow out of his "first airplane ride" and maintain face in front of his peers. He had just relaxed when the pilot said, "I don't do tricks but the pilot in the other aircraft does!" Fred's knees almost buckled with that statement but his bolstering refreshment carried him through as he, the motorcycle rider and the crowd of his peers immediately proceeded to the "trick" pilot's aircraft.

All hope was lost for Fred but he was bound and determined not to back down in front of that group! The pilot gave the two boys a

short briefing; "Now when you fellows have had enough, just hold up your hand and I'll take it back down". Fred and the motorcycle rider climbed into the front cockpit and much to Fred's chagrin there was a wide leather belt with an unusual fastening device which neither Fred nor his "brave" companion knew how to use. They couldn't get it fastened!! Carrying through with bravado, Fred commented to the pilot, "This is one of those belts I've never seen in the other planes I've flown in, could you help us get it fastened?" The pilot obliged, giving them a jaundiced eye and wondering to himself just what if anything these boys knew about "tricks" and flying!

There wasn't any starter on the aircraft so it had to be hand propped. After a short warm up, they were rolling down the grass field, bumping along at a higher and higher speed. Suddenly they were airborne and it was the most wonderful feeling Fred had ever experienced! They were actually flying! It was smooth, it was noisy, it was exciting and slowly everything below began to look smaller and smaller! Fred could see further than he had ever seen before while details of the surrounding community began to become clearer than he could ever imagine. It was as if they were going uphill; the engine of the aircraft reminded Fred of a 4 cylinder Ford Model T car engine as it would climb a long-steep hill, chug-a-chug, chug-a-chug, ever so slowly it went, the angle of the aircraft was similarly very steep as it climbed for altitude! Fred thought this was going to be very easy when suddenly the aircraft nose went almost straight down! The wind noise increased dramatically as the aircraft picked up speed while Fred and his companion held on for dear life! The "tricks" had begun!

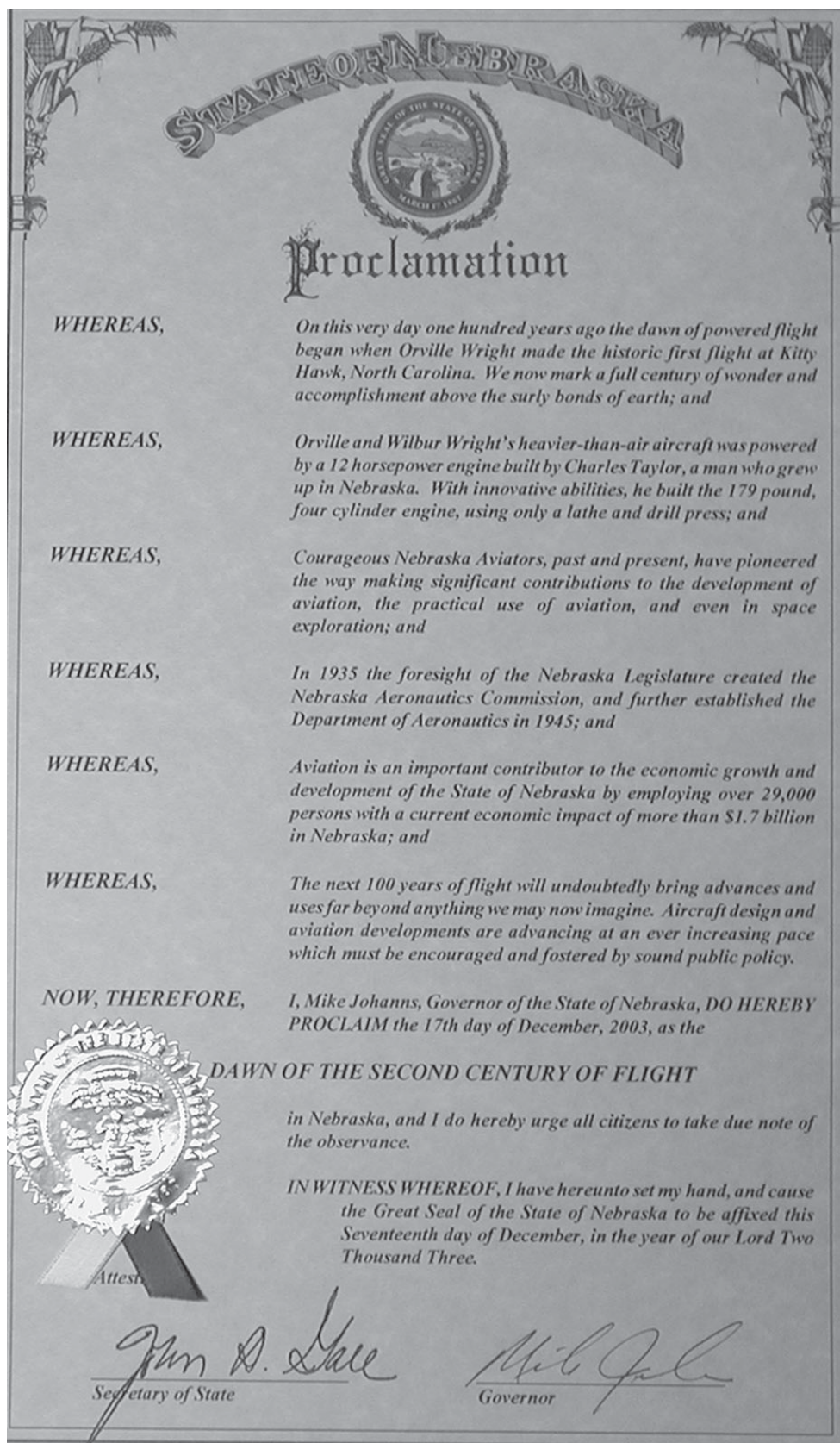
The nose of the aircraft came back up and it felt to Fred as if his body weighed 3 or 4 times normal! His face sagged and it was all he could do just to keep his head up. Then they were upside down and his weight was almost nothing! The pilot rolled the airplane right side up and the next thing he knew they were almost straight down again! Once more the aircraft nose came up, up, and up! Fred tried to raise his arm to signal a stop to the "tricks" but it weighed so much due to the aircraft's upward movement he couldn't even raise a finger! The aircraft kept going up, they were upside down and Fred could now raise his hand but it immediately came back down again as the force of the aircraft continued to complete the loop.

On the top of the loop, his "liquid courage" began to come up and before he could stop, it sprayed all along the side of the aircraft! Fred didn't need to raise his hand now, the pilot understood that it was time to stop the "tricks" and get his charges on the ground. The remainder of the ride was uneventful and Fred began to concoct a story for the benefit of his peers about how "brave" he and the motorcycle rider were during the "most wonderful flight of their lives".

Shortly, they were on the ground and Fred vowed to himself that he would never fly again! He didn't until his newly licensed son-in-law took him up for his "second" airplane ride nearly 40 years later! But, that's a story for another time!



Proclamation signed by Governor Johanns proclaiming December 17, 2003 as "The Dawn of the Second Century of Flight".



PIREPS

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Airport Truck Available

The Omaha Airport Authority at Eppley Airfield is seeking interested airports for placement of a surplus piece of equipment owned by the Authority. The equipment is a 1979 Ford F800 chassis, 370 Ford Lima engine, dual rear wheels, 2 speed rear end, 5 speed transmission, 16,800 miles, 1,600 gallon fiber-glass tank with 21' folding spray boom mounted on front bumper. The pump runs off the main engine. It can be used for runway deicing, weed/insect spraying or road dust dampening. More information: call Stan Kathol at 402-422-6800, Monday through Friday 8:00 a.m. to 5:00 p.m.

Safire Files For Type Certificate

From the AvWEB

Safire Aircraft Company, based in Opa Locka, Fla., has filed a Type Certificate application with the FAA for the Safire Jet, the company said last week. The step marks the first phase of the jet's certification process, said CEO Camilo Salomon, as well as a significant milestone in the aircraft's development process. Major assemblies and components will begin arriving in the spring, Salomon said, to start assembly of the first prototype. The six-place, twin-turboprop-powered Safire Jet, priced at \$1.395 million, is scheduled to make its first flight this year, with deliveries beginning in 2006. The company plans to build two flying prototypes, one static test "article" and one fatigue test "article." The flight test/certification program will continue into 2006.

Calendar

York Municipal Airport, EAA Chapter 1055 sponsors a Fly-in breakfast on the 1st Saturday of every month. 8-10am. Snow, shine or rain. Free to PIC.

Crete Municipal Airport, EAA Chapter 569 sponsors a Fly-in breakfast the 3rd Saturday of every month. 7:30-10:30a.m. The dedicated breakfast crew vows it will never be cancelled.

February 3 – 7pm – 9:30pm, Aviation Safety – Education Seminar. City Auditorium, 612 Nebraska, York.

February 9-11 The 56th annual ***Aerial Applicators Seminar & NATA Convention*** at the Sandhills Convention Center in North Platte, open to the public. More info: Judy McDowell 402-475-NATA or Convention Chairman, Bob Boardman 402-723-4952.

February 10 – 7pm – 9:30pm, Aviation Safety – Education Seminar. McCook Public Power Bldg., N Highway 83, McCook.

February 11 – 7pm – 9:30pm - Aviation Safety – Education Seminar. Leo Johnson Conference Room, West Side Terminal Building, North Platte Regional Airport, North Platte.

February 12 – 7pm – 9:30pm - Aviation Safety – Education Seminar. Terminal Building Conference Room, Brewster Field, Holdrege.

February 17 – 7pm – 9:30pm - Aviation Safety – Education Seminar. Terminal Building, Municipal Airport, Fremont.

February 19 – 7pm – 9:30pm. Aviation Safety – Education Seminar. Municipal Airport, Fairbury.

March 10 – 7pm – 9pm. AOPA Air Safety Foundation – "Maneuvering Flight – Hazardous to Your Health", Bellevue West High School, Bellevue.